



# Megaphone

Edition #2 2015



Here we go again...



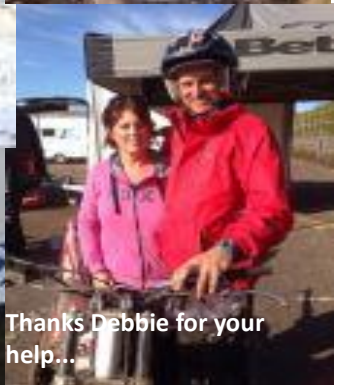
My favourite section...



Yes, he was under the bike...



Well it's done and dusted...



Thanks Debbie for your help...

## Pioneer Motorcycle Club Inc.

### 2015-2016 Committee Members

<b>Patron</b>	Ken Bush	376-4645
<b>President</b>	Peter Dunn	0274666257
<b>Vice President</b>	Alan Honeybone	021566871
<b>Treasurer</b>	Ross Bristol	0212210397
<b>Secretary</b>	Sandra Hallie	0273134833
<b>Club Captain</b>	Derek Scott	0274323646
<b>Committee Members</b>	Christine Thompson	
	Mike Elliott	0212240015
	Paul Jackson	0274325738
	Roy Hallie	0273090333

### Upcoming Events...


<b>August</b>			
2 <sup>nd</sup>	Classic trial	Waikuku, Tulls Road	Dick Gardner
16 <sup>th</sup>	Pioneer club trial	Omihi Valley	Glenn Smith
<b>September</b>			
6 <sup>th</sup>	Classic trial	Waipara river	Dick Gardner
12 <sup>th</sup> – 13 <sup>th</sup>	NI Champs	Hamilton	
20 <sup>th</sup>	Pioneer club trial	Glenelg Spur	Derek Scott
26 <sup>th</sup> – 27 <sup>th</sup>	SI Champs	Dunedin	
<b>October</b>			
4 <sup>th</sup>	Classic trial		Dick Gardner
11 <sup>th</sup>	Pioneer Practice Day	Waimak Trials Park	
18 <sup>th</sup>	Pioneer Club Trial	Grayless Road	John Regan
24 <sup>th</sup> – 26 <sup>th</sup>	NZ National Champs	Taranaki	
<b>November</b>			
1 <sup>st</sup>	Classic trial		
8 <sup>th</sup>	Pioneer Club Champs	Kaituna Valley	Brent Downes
22 <sup>nd</sup>	Pioneer Practice Day	Waimak Trials Park	
29 <sup>th</sup>	Pioneer Club Trial	Greybeards Trial	Roy Hallie
<b>December</b>			
6 <sup>th</sup>	Classic Christmas trial	Spencerville	Dick Gardner

## **MNZ Licence...**


At all Pioneer events from July 1<sup>st</sup> you will need a licence to compete in club trials, there are a number of ways this can be done if you are renewing your licence then please go to the MNZ website online system to do this. If you are a new licence holder or a welcome back rider, then the Pioneer club secretary is able to issue a log book, this is after you have completed the application form and a short quiz.




### *Championship Licence (\$175.00)*


 This is for all Island Championship and National Champs in a “Championship” grade, e.g.: Expert, President, Junior (VCS) Women (VCS) and Side Chair, plus all club trial events.

### *Club Licence (\$125.00)*


 This is for all Island Champs and National Champs in a “Support” grade, e.g.: A Grade, Intermediate, Clubman, and Social, plus all club trial events.

### *Family Discounts...*


 Apply to a family members at the same address re-licencing at the same time, however you must either post, fax or email to us the form as unfortunately applications use the Family discounts cannot re-licence using the on-line programme.


 Discounts are 10% for 2 family members, 15% for 3 family members, or 20% for 4 or more family members.

### *Over 65's*

 Over 65 years of age are free of charge.

### *Special Event Upgrade (For Club Licence holders)*

 Club hosting Championship events have the ability to provide at their events a Special Event Upgrade Licence. Notification of this licence being available at events will be made by the host Clubs by way of their entry form.

 Conditions of being issued with a Special Event Upgrade Licence are:

☺ Fee \$50.00

☺ Competitors must indicate at the time of entering that they require a Specials Event Upgrade Licence.





☺ Competitors must have completed in a minimum of:

- Seniors must have had 3 previous MNZ permitted events in the same discipline that the Special Event Upgrade Licence is being applied for.
- Limited to One Special event Upgrade Licence per licencing year.

### *Renewing Your Licence*

To renew your licence please use the on-line system if you are able to MNZ Online Licencing you will need your user name and password, if you have forgotten this or for any reason do not have one please use the following Request Rider Login.

### *First Time / Welcome Back Licence*

-  The fee for this is \$80.00 or \$50.00 if you have 2 One Event Licences (purchased within the last 6 months) and are sent in with your application.
-  To be eligible for this discounted Club Licence you need to be a first time applicant or have not held a MNZ licence for 3 or more years.
-  You must complete the New/Welcome Back Application Form. This form is available through the MNZ website or at sign on.
-  This discount is not available via on-one licencing.
-  There is a short practical test with this form which I am happy to help you with.

### **Brain teasing Time...**

1	26L of the A	2	7W of the W
3	12S of the Z	4	54C I a P (includes Js)
5	9P in the S S	6	57 H V
7	18 H on a G C	8	3 B M (S H T R)
9	200 D when you P G in M	10	24 H in a D
11	4 A in P of C	12	29 D in F in a L Y
13	40 D and N of the G F	14	3600 S in a H
15	062 A C for C	16	64 T D Q
17	101 D	18	3 W M
19	40 D and N in L	20	24 B B in a P
21	13 in a B D	22	10 G B (H on a W)
23	90 D in a R A	24	70 T S Y and T
25	22 Y in a C	26	39 S (J B)
27	999 O L T a T	28	64 S on a C B
29	76 T in a B P	30	6 S on the A F

Email me with for the answers, [pioneertrials@gmail.com](mailto:pioneertrials@gmail.com)

## Editor's Page...

Welcome to the next edition of the Pioneer Motorcycle Club's newsletter Megaphone, if you enjoy the newsletter then I would welcome some feedback on [pioneertrials@gmail.com](mailto:pioneertrials@gmail.com)

### *Jock Cain Memorial Kaikoura 3 Day Moto-Trial...*

This year's Kaikoura was renamed to remember Jock Cain who passed away earlier in the year, Jock and Beryl were regular visitors to the Kaikoura trial and always looked forward to catching up with old time mates from the Ixion trials group and many of the Pioneer members. It was really great to have Beryl there on the 3<sup>rd</sup> day to present the Kaikoura trophy to Jason Baker and also to keep us all in line during the day with lots of stories about past Kaikoura trials over the years.

### *Club Memberships...*

Hopefully by now you all will have renewed your Pioneer club membership, you will need the membership card to renew or get an MNZ licence when you apply for either a new licence, renew your licence or get a "Welcome back licence" Club Membership forms are on the website [www.pioneertrials.co.nz](http://www.pioneertrials.co.nz) or at the sign on at every event.

### **Kenneth Bush (Ken)...**

Patron of the Pioneer Motorcycle Club Inc, it's with the most sincere and heartfelt thanks that the Pioneer Club would like to thank Ken for all his efforts in supporting our club during the many years he was both a Life Member and Patron.

Ken always make an effort to attend committee meetings even as his health was leaving him. I can still recall Ken sitting at the meeting and writing down notes as the meeting moved along. He was always asking the important questions that the Committee had to find the right answer for.

Ken you will be missed by all, the Pioneer Club and its members would like to extend their very best wishes to Marie and family at this difficult time.

Peter Dunn  
President

## Pioneer Club Trials News...

### *Purau Bay Club Trial*

April 26, 2015

**Organiser:** Richard Cripps,  
Kendall McDonald.

The first club trial was held at Purau Bay, Richard, Kendall and helpers selected 10 sections around the property. Stef had a great day but unfortunately only her in the expert's grade. Ross had it all his own way in Intermediates with a close run between the two John's and Jon's. Kendall had a good day with 50 points lost, Richard on 64 points, and Keith on 64 points lost. It was older brother Greg showing everyone in Clubman B with only 5 points lost, John who comes up from Timaru on a regular basis with 17, and Shirley on 20.

<b>Expert</b>		<b>Intermediate</b>	
Stef Downes	70	Ross Bristol	41
<b>Clubman A</b>		John Regan	60
Kendall McDonald	50	Jon Hainsworth	63
Richard Cripps	64	Brent Downes	80
Keith Brown	86	Alan Honeybone	86
David Davies	131	Rob Alexander	112
Brandon Alexander	156	Matt Dalzell	131
<b>Clubman B</b>		Hamish Barnett	DNF
Greg Creagh	5		
John Philp	17	Christine Thompson	27
Shirley McDonald	20	Dean Creagh	47
Peter Dunn	25	Peter Barnett	62

### *Omihi Valley Club Trial*

May 17, 2015

**Organiser:** John Regan, Matt and Murray Dalzell.

It was John and the Dalzell boys turn to put in 10 sections around this venue. With Glenn riding well losing 30 points for the day, and Stef not too far behind. Ross had a good ride on 25 with section setter John 6 points behind and Derek 7 points behind John. Kendall was back to his best 8 points, Danny 16 points and Peter on 20. In Clubman B John had a good ride with 12 points and Greg only 5 points behind and new rider Geoff 25 points.

<b>Expert</b>		<b>Intermediate</b>	
Glenn Smith	30	Ross Bristol	25
Stef Downes	43	John Regan	31
<b>Clubman A</b>		Derek Scott	38
Kendall McDonald	8	Brent Downes	68
Danny Spencer	16	Shane Brons	78
Peter Hosking	20	Rob Alexander	94
Hamish Barnett	50	Matt Dalzell	DNF
Simon Jones	52	<b>Clubman B</b>	
Hamish Foster	54	John Philp	12
Brandan Alexander	95	Greg Creagh	17
<b>Junior</b>		Geoff Blocland	25
Hamish Foster	54	Shirley McDonald	59
Brandan Alexander	95	Peter Barnett	62
		Christine Thompson	69

## Purau Valley Club Trial

July 19, 2015

**Organiser:** Kendall McDonald,  
Richard Cripps.

A very cold wet wintery day greeted a small group of keen trials riders to Purau Valley, Kendall and Richard had set out 10 sections which were to test some of the riders with the slippery

conditions. After sorting out a few new and welcome back riders into the MNZ family. David had another good day unfortunately he was all alone in the Experts grade but had fun with some of the sections to give him a challenge where needed. Talk about close in the Intermediates grade John had Alan by 1 point with Ross close behind. Again in the Clubman Peter also just came ahead of Kendall (who actually had points on his card) and Richard by 1 point. John (who came all the way from Timaru) didn't lose any points shows the quality of riding John can do, with Christine (I've been practicing lots) losing only 13 points for the day and first time rider Geoff on 27. Well done to everyone that attended this event, I gathered that the hot sausages and toasted sandwiches went down well on this very cold day.

Expert		Intermediate	
David Trewin	22	John Regan	25
Clubman A		Alan Honeybone	26
Peter Hosking	17	Ross Bristol	33
Clubman B		John Philp	0
Kendall McDonald	18	Christine Thompson	13
Richard Cripps	18	Geoff Blocland	27
Hamish Barnett	30	Ian Kippax	31
Peter Dunn	56	Peter Barnet	46

## Family Page...

### Bultaco Balance Bikes Now Available

Balance bikes are very common nowadays with kids learning on these instead of the old school bikes with stabilisers and Gas Gas UK are pleased to advise they now have available these funky 'Bultaco' balance bikes for kids +18 months old. However, these bikes are pretty cool because they made in wood and carry the iconic Bultaco brand name. The emblematic Bultaco TTS, a mid-60s, was our inspiration for the creation of the first Balance Bike in a family of "classic" toys for children. It was designed to be made of the best 100% recyclable materials, with no use of toxic glues or varnishes, which makes the bike an environmentally friendly toy. It is an excellent product, therefore, for those parents who are able to appreciate a good design which also contains a great deal of educational and emotional values. Our aim is to help children aged 18 months and over entering the exciting "two-wheel world." The Bultaco Classic Race 101 enables kids to develop their balance and coordination skills in a funny, easy, and above all, in a safe way.





## Jock Cain Memorial Kaikoura 3 Day Moto-Trial

Queen's Birthday Weekend

**Organiser:** The Committee

After the passing of Jock Cain, who were long time Kaikoura trial visitors, the event this year was renamed the Jock Cain Memorial Kaikoura Trial. It was great to have Beryl out at the event enjoying the sunshine, presenting the Kaikoura trial trophy to Jason Baker, and the gentle banter during the day between to the riders.



## 2015 JOCK CAIN MEMORIAL KAIKOURA 3 DAY MOTO-TRIALS





**Editor's highlights for the weekend...**

This year's Premier grade (Side Chairs) had 4 units from Wellington and Christchurch, there was plenty of banting and trying to outdo each other over the weekend,



**Wallace n' Grommit  
aka John Lawton & John Thomson**



**Paul and Glenn winning the  
Side Chairs grade in style**

but everyone enjoyed the weekend once again and looking forward to next year.



**1 Derek & Rob riding a tricky river section**



**The Chambers Boys from  
Rangiora looking good**

<b>PREMIER CLASS SIDE CHAIRS</b>	<b>Sat</b>	<b>Sun</b>	<b>Mon</b>	<b>Total</b>
Paul Jackson / Glenn Smith	17	27	7	51
Derek Scott / Rob McKay	39	44	12	95
David Chambers / Brian Chambers	63	54	31	148
John Lawton / John Thompson	80	40	44	164



**"A GAGGLE OF SIDE CHAIRS"**



Georgina taking on a log



Daniel keeping up with Dad

This year we had 3 young juniors that rode this event

Junior	Sat	Sun	Mon	Total
Will Baker	122	107	82	311
Bridgette Smith (3 laps)	74	68	69	211
Georgina Scott (3 laps)	100	87	87	274



William getting some expert help

for the first time, William Baker had fun over the weekend keeping up with Dad Jason,



Bridgette riding up the creek

with Daniel following close behind learning new tricks. It was also great to have two young ladies completing getting lots of tips from Dad Derek, and Bridgette Smith learning from Dad Glenn, well done Master Will and young ladies hope that this will be an annual event that both of you ride in.



Hold it there Jason!!

Karl Clark, well there's not a lot to say about this Champion, it was amazing to see Karl doing bunny hops to get the correct line, and other tricks that you would expect on a modern bike this poor wee TY175 having full throttle to get up banks that the Experts line was. I'm glad to see that Karl gave the bike a bit of a rest on the second day riding the Intermediates grade.

Expert	Sat	Sun	Mon	Total
Jason Baker	21	15	3	39
David Trewin	35	36	22	93
Bradley Grant	93	45	21	159
Karl Clark	118	DNS	DNS	118



Poor wee TY175!!





Thanks to Brendon who normally is on shop duty for the weekend, rode this year with Gareth and a couple of

new trials riders to Kaikoura Alex, Neil and Will hope that you guys will come back next year for the 70<sup>th</sup>.

Intermediate	Sat	Sun	Mon	Total
Ross Bristol	7	18	9	34
Evan Carter	29	17	3	49
John Regan	14	32	7	53
Kevin Tither	38	70	13	91
Alan Honeybone	46	45	19	110
Shane Brons	51	60	27	138
Gabby Gundry	62	52	39	153
Brendon Wadsworth	10	21	DNS	31
Neil Belvoir	47	47	DNS	49
Gareth Wadsworth	47	47	DNS	94
Karl Clark	DNS	6	DNF	6
Rob Alexander	DNS	DNS	37	37
Paul Dowell	DNS	44	DNS	44
Will Ferness	DNS	86	DNS	86

Peter Hosking had a great weekend catching up with old and new trials riders, and having his brother Ken from Tasman just made it for him. I think I'm right saying this but Ken hasn't ridden the Kaikoura trial for 30 years so it was great to see him hope to see more of him during the year.



Clubman A	Sat	Sun	Mon	Total
Peter Hosking	5	7	13	25
Simon Jones	19	25	12	56
Hamish Barnett	12	27	24	63
David Atwool	27	28	25	80
Brent Downes	29	43	19	91
Mike Dench	34	25	36	95
David Davies	27	41	32	100
Richard Latimer	28	41	41	110
Peter Dunn	39	43	45	127
Alex Kiroshka	78	69	DNS	147
Brandan Alexander	DNS	DNS	67	67
Peter Barnett	DNS	DNS	78	78

Clubman B	Sat	Sun	Mon	Total
Shirley McDonald	12	2	8	22
Mel Banks	24	8	9	41
Geoff Russell	35	9	5	49
Derek Pike	39	14	10	63
Christine Thompson	35	15	22	72
Peter Barnett	28	11	DNS	39



President	Sat	Sun	Mon	Total
Oscar Alexander	4	2	2	8
Alan Boot	8	12	20	40
Ken Hosking	16	16	10	42
Francis Sydenham	18	12	33	63
Chris Presto	30	48	31	109
Richard Philips	59	33	28	120

Twin Shock	Sat	Sun	Mon	Total
Kendall McDonald	1	4	8	13
Stephen Reij	16	25	26	67



## South Island Moto-Trials Championship

After 4 rounds

### Expert

Nicholas Oliver	22	25	25	25	97
Jason Baker	25	22	22	22	91
Jacob Gundry	20	20	0	0	40
Blake Fox	0	0	20	0	20

### Intermediate

Glenn Smith	25	25	20	22	92
Nigel Reid	20	18	18	20	76
Derek Scott	18	20	16	16	70
Dylan Ball	14	16	22	15	67
Stephen Oliver	0	0	25	25	50
Brendon Wadsworth	22	22	0	0	44
Gareth Wadsworth	0	14	14	13	41
Patrick Dillon	0	0	15	18	33
Gabrielle Gundry	16	15	0	0	31
Brent Downes	15	0	0	0	15
Mark Sidebotham	0	0	0	14	14

### President

Ross Bristol	25	25	25	25	100
Alan Honeybone	20	22	22	22	86
Oscar Alexander	18	18	18	18	72
Colin Kelland	16	16	15	16	63
Keith Ruthven	22	20	0	0	42
John Mortimer	0	0	16	20	36
Neil Sturfels	15	15	0	0	30
Mark Sidebotham	0	0	20	0	20

## North Island Moto-Trials Championship

After 6 rounds

### A Grade

Robert Williamson	22	25	22	25	22	25	141
Corey Davies	25	22	18	20	18	20	123
Thomas Evans	18	18	16	16	20	18	106
Carl Robson	20	20	20	18	0	16	94
Phillip Shilton	0	0	0	0	25	22	47
Stuart Lawton	0	0	25	22	0	0	47

### A Grade

Peter Oliver	25	20	25	22	92
Carl Robson	22	22	20	20	84
David Trewin	18	18	22	18	76
Daniel Clark	16	16	18	16	66
Stefanie Downes	15	15	16	15	61
Blake Fox	0	0	0	25	25

### Clubman

Francis Sydenham	25	25	25	25	100
Donald McKay	20	22	20	16	78
David Atwood	16	18	18	18	70
Gregory Cox	18	16	16	15	65
Dylan Cox	22	20	0	20	62
Gavin Fox	0	0	22	22	44
Geoffrey Russell	0	0	15	14	29

### Twin Shock

Paul Jackson	22	25	25	25	97
John Lawton	20	22	22	22	86
John Mortimer	25	20	0	0	45

### Women

Stefanie Downes	25	25	25	25	100
Gabrielle Gundry	22	22	0	0	44

### Junior

Dylan Ball	25	25	25	25	100
Gareth Wadsworth	0	22	22	22	66
Dylan Cox	22	20	0	20	62

### Expert

John Haynes	22	22	25	25	25	22	141
Jacob Gundry	20	20	20	20	20	20	120
Matthew Foster	0	0	22	22	22	22	91
Jake Whitaker	25	25	0	0	0	0	50

<b>Clubman</b>							
Jason Day	25	25	25	25	25	25	150
Francis Sydenham	20	16	22	20	12	20	110
Hannah Rushworth	14	15	18	22	14	16	99
Cody Davey	18	18	11	11	11	9	78
Daniel Herbert	12	13	14	16	8	12	75
Andrew Meisner	16	12	0	14	15	14	71
Lisa Shilton	13	14	12	13	9	10	71
Brent Douglas	0	0	16	12	13	18	59
John Lawton	22	22	0	0	0	0	44
Neil McCabe	0	20	0	0	10	11	41
Gavin Fox	0	0	0	0	18	22	40
Douglas Herbert	15	0	0	0	22	0	37
Anthony Anderson	0	0	0	0	20	15	35
Phil Costello	0	0	20	15	0	0	35
Jamie Mead	0	0	15	18	0	0	33
James Henderson	0	0	0	0	16	13	29
Geoffrey Russell	0	0	0	0	7	8	15
Ricky Winkel	0	0	13	0	0	0	13
Hazel Ruthworth	11	0	0	0	0	0	11

<b>Intermediate</b>							
Kevin Pinfold	22	18	25	22	22	25	134
Kieran Roxburgh	18	20	22	25	20	15	120
Peter Boettcher	20	25	187	18	16	16	113
Kevin Gundry	16	16	16	20	25	20	113
Gary Samson	15	15	20	16	18	14	98
James Snowden	25	22	0	0	15	22	84
Colin Downs	13	13	15	13	13	13	80
Nigel Reid	14	14	14	14	12	11	79
Colin Godsell	0	0	13	15	11	12	51
Andrew Clement	0	0	0	0	14	18	32
Dylan Ball	12	0	0	0	0	0	12

<b>Junior</b>							
Dylan Ball	0	25	22	25	25	25	122
Jason Day	20	18	18	18	22	22	118
Hannah Rushworth	18	16	16	16	20	20	106
Daniel Herbert	16	15	15	15	18	18	97
Luke Thompson	25	22	25	22	0	0	94
Gareth Wadsworth	22	20	20	20	0	0	82

<b>President</b>							
Warwick Merriman	20	18	20	20	22	25	125
Peter Osborne	16	22	18	13	20	18	107
Grant Thwaites	14	16	13	14	25	15	97
Brendon Wadsworth	22	25	22	22	0	0	91
John Lawton	0	0	25	25	18	22	90
Nigel Shilton	25	14	11	10	12	16	88
Clinton Roxburgh	15	15	12	11	16	14	83
Raymond Skinner	12	12	15	16	15	13	83
Dylan Ball	0	20	8	15	14	20	77
Luke Thompson	18	13	14	12	0	0	57
Alex Percival	10	9	5	7	11	12	54
Oscar Alexander	13	10	9	9	0	0	41
Kevin Tither	0	0	16	18	0	0	34
Gareth Wadsworth	11	11	7	5	0	0	34
Robbie Bennett	0	0	0	0	13	11	24
Andrew Clement	0	0	10	8	0	0	18
Neil Sturmfels	0	0	6	6	0	0	12
Craig Evans	0	0	0	0	10	0	10
Chris Morrison	0	0	0	4	0	0	4

<b>Women</b>							
Hannah Rughworth	25	25	25	25	25	25	150
Lisa Shilton	22	22	22	22	22	22	132
Hazel Rushroth	20	0	0	0	0	0	20



## Karl Clarkes Overview Scottish Six Day Trial...

Hi Guys.

It's the day after the SSDT and we are still in Fort William just having a relax day before we head off tomorrow. It's raining here again so thought I would do a write up on how I saw the

week now that's it all over. Like to start off by saying John Lampkin and his crew really take good care of you for the week and is one less thing to worry about as there is a lot of other stuff to think of. Sunday starts with sign on in the morning which always seems such a rush and with all 270 riders waiting at the door come 10 am feels way to close for my liking ha-ha. I caught a ride down with Jack Sheppard and we managed to get in early and out of there back to the pits where



bike scrutineering is on from 10:30am till 1:30pm and if you don't make the 1:30pm dead line you won't get in for the week. Because I managed to get my bike all prepped on Saturday I thought I would put my bike straight in as rain was forecast before lunch time as last year I remembered when we had to sit in the rain for over an hour as the queue got rather long. Sure enough the rain came and Debs & I set of back

to the B&B till the 3:00pm parade through the main street. The last two years we had stayed about a 12min walk from pits where this year we managed to book into the Myrtle Bank B&B just a 3min walk along from pits. There were quite a few riders staying there and the owner also does your each days riding gear washing free of charge so was well done by Debbie in scoring such a great place. The rain cleared nicely for the parade and it is always well received with the main street packed with people. Straight after that it is bikes back to lock up till when you start the next day where your bike goes every day after you have finished for the night.

Monday morning and every day you are allowed into the lock up area 20mins before your start time to do any maintenance but are not allowed to take





your bike out but only bring parts, stands in. Debbie was going to spend the week with Jacks dad in the van watching at key points though out the day but due to not been giving a number near Jack this would of meant Debbie would not see me at all for the week. So we were talking to Andrew Tarrent from Aussie 20min rider behind me and his wife Sue was going to be watching

the week by herself so Sue was more than happy to have Debbie to come along for the ride for the week. With Monday and the bike being fresh all that was to do was full bike of gas in the army tent and then wait till your number is called up. Then when that happens it's then that you get your day card which shows your time for the day and where the loop is going. So with all the nerves as well at the

time you have one then start your bike minute giving it's an think no problem but happen and it was Michael Brown was and his bike didn't from the five points Mine took two kicks first sections. First sky field car park and



minute to set your watch and and if your bike don't start in the instant five marks. Ok you might you would be surprised what can only a few years back when leading the SSDT on the last day start and that cost him the trial he was given from it not starting. and I was away and off to the group of sections are held at a there are always plenty of

spectators on hand to watch you do your thing at the first group of five sections. Doug Lampkin was 4min in front of me and I got to see him ride it on his Vertago. I must say his bike sounds really nice of the bottom and it seemed like he was in second gear for most sections. He went clean and then it was my turn to ride and I would be lying if I said no pressure! Clean I went and it was soon to change in the next 3 sections with set fairly tough from previous years. After that group we set

off on the road for about 30min and then gravel road for another 30min before next lot of sections. Groups are listed on your day card and are listed A,B,C & so on with also listing the amount of sections per group. You have to make sure you don't miss a section or it is 50 points and if you are to miss three in a row you are disqualified so it is important to take note of sections and your day card. You can have up to five fuel stops a day and this is done by the army and all set out so you don't run out of fuel unless you take a wrong turn up a track you may not have enough to





get back on track and back to the next fuel stop. No extra fuel is allowed to be in your bag. We had 18 sections before your 20min lunch break which you have to take and on arrival they take your day card and write down the time. Lunch is part of your entry. Also you are not allowed to touch your bike in this 20min stop. As well with them taking your

day card of you it means you can't use the time to study the rest of your day card. Usually your day time is pretty good as long as you keep moving at a steady pace you should be fine. There was a bit of moor crossings on the Monday which is just large amount of wet land that you have to cover. With this been my 3rd time now riding in the SSDT it to get easier as some of the sections are the same as the years before. Monday always seems to be the easy day of the week and I think they do this to break you in before the hell starts ha-ha. I had a good hour of time left at end of day so could use the time to work on bike. It's up to each rider to work out there time for the day and if you are to go over your time it's one point per minute.



Day two, and with this distance being twice the length of Monday we all knew we had to keep pushing for the day. I decided that day to get in front of Doug and move on with it. The Moor crossing were some of the worst I had seen yet and with being on some of the moor crossings for over an hour of a time going as fast as

you can. This is where you have to make sure you go in the right areas as well as if you hit a soft bit you could lose your bike up to your tank height with no problem at all like I did that morning ha-ha. To get your bike out again can sometimes take two or more of you to do so. Also you can imagine going flat out in 4th gear and if you hit a soft area you are over the bars before you know it ha-ha. Frustrating at the time but funny looking back now! Tuesday's time allowance they really got it wrong and the loop was just too long for the 7hr 30min running time. We started off with a not so nice hour road ride out to the first sections in the pouring rain and strong winds. I know Doug is a legend and all that but I did think he was a bit soft to have his support van waiting for him with a nice dry coat and gloves ha-ha, or is that just





intelligent? On some of the side roads they have a 15 mph speed signs up and it is really important you follow them as there are stewards in some areas and one rider was disqualified for going too fast. I had 10min on time for the day and was one of the lucky ones with some having 20/30mins +. There were also many that couldn't make it back in the hour after their due time and that means you are disqualified from the results but are still allowed to take place in the event for no award!

Wednesday was good on time but they did add an extra 30min to the time after Tuesday's complaints by many. It is a lot more fun when you don't have to run up the section with your bag or not walk some sections because time is out already. Thursday was a long loop as well but was ok for time for most. You really have to look after your bike as much as you can as it don't matter what brand you have they all get hot and I saw many riders pulled up with overheated Whenever I knew I had a bit of road me I would flip of my radiator cover air flow though also the Beta team radiator over flow pipe to the side of you can see it more easy and keep excess antifreeze is coming out. are the same if you go to hard the hot and it is also a lot harder to keep radiator over flow pipe. Then there work which can be very rough to say sharp rocks so it's important to not



examples of motors. work ahead of to allow more change the the radiator so an eye on when Moor crossings bike can get an eye on the is the track the least with to puncture the front or put a



spilt in the rear. I would put more air in the front and rear when going on tracks for the reason it would only take you 30sec to do so but if you were to have a front flat or rear, you're looking at a lot more time. So doing all this and making sure you keep an eye on the orange flags or right and left signs that we follow. Friday and that was the day I changed a head gasket before I set of for the day. Its easy work to do back at Beta truck with all the right tools and advise to help if you get stuck.



Throughout the week I carry my bag with me that has key tools in it and spares that you may need. I do carry a head gasket and tools to do the change out there if needed as do a lot of riders but it made sense that I did it back at base. There is nothing in my bag that I didn't see throughout the week that other riders had broken or lost. I came



across a guy that had lost his kick start & another guy that broke his foot peg bracket and so on. I think it's more so because we come from so far away to compete then it would be so much more disappointing if you didn't have something in your bag just so you can save a little weight for the day. My bag for the week was 7kgs but I was there to finish and not dnf. I learnt from my first attempt when I did not know about to carry a spare head gasket and that still cuts deep now ha-ha. It's ok if you are lucky enough to have a support van follow you



around for the week then you can put a lot in there. It's the old saying if you have it you won't need it. Saying that you don't have to go silly though as every little bit of weight slows you down. I had a little help this year than what we did last year as even though I only saw Debs 2/3 times a day I could give her some spare parts and took my cell phone as if I got stuck I may have got

hold of her. Also a big Thanks to Jack in leading me a rear wheel which meant I could swap wheels when return to pits and that way I could turn my tyre to get new edge or change for a new tyre in my own time after bike is put away for the night.

Saturday is always a good day for time and only the one more crossings with several sections though out. One thing that do seem to happen on your last day is you do tend to start to think you hear bike noises that you haven't heard till now ha-ha. I had just come off a Moore crossing onto the road before the last 3 sections and I thought my gear box was making weird noises at first but with more investigation I had discovered it was that the stand had been bent towards the rear disc and was clicking as I went along. It's funny what plays on your mind when you are so close to the end. Last section of the day was in town in the well-known Town Hall Brae which has never taken any points from me in my last two times riding it. When I was walking it, it was clear that they had marked it a lot tighter this year and it did seem more slippery this year as well. After watching a few ride

it and a few fives which were well received from the packed spectators the length of the section I took a safety dap at the top to make sure. Then it was back to the Finish line and this is when you realise how much of a big deal it really is to finish the SSdT with every one congratulating you on your achievement. I must say it's a good feeling at the time. I really



enjoyed this SSdT not just for the reason it's my best result but more so riding around seven times world champion Dougie Lampkin and to see just how good the man really is. To ride in an event in the same sections and same lines as these guys, discuss lines and have a joke is really something to remember. Ok yes top 50 would have been nice but sometimes you are just not good enough and not to mention 90% of the top 50 are over half dozen SSdT rides under their belt. Happy to beat some of the guys that made the top 50 in last year's results. There is a little



talk that maybe a team of 4/6 from NZ may go in the future and have a support van with driver to make things a lot easier on the riders which is a huge advantage! Thanks for the support though out the week it meant a lot and I hope this has given you a little more of an idea of what the SSdT is. There are some video out already from the week at <http://www.ssd.org/>

Thanks Again to all below for their kind donations towards my trip and it was very much appreciated. John Regan, Carl & Siobhan Robson, Peter Hosking, Alan & Isabel Honeybone. Also the Pioneer Club for helping out again and I was proud to represent them once again at the SSdT 2015.

In time I will put together a video from my ride at SSdT 2015.

Best Trial in the World and if you haven't done it, Do It!!

Thanks

Karl



## FIM World Trials Championships...



The Vice President's views of the France World Champs  
World trials round Andon France 27 and 28 June 2015

Isabel and I headed off to the French round by a roundabout route starting in Spain then through Andorra to do a boat trip down the Canal Du Midi for a week before meeting the trials riders at Andon in the Mountains west of Nice.



We arrived in Andon and parked our car right beside section one in the very heart of the village of Andon. Pretty jolly good parking we thought. Section one was a man-made section with very big rocks positioned in a most inconvenient manner. Most riders however thought this was a doddle. I noticed early on the the riders were commuting off

down the public road in the normal careful manner that trials riders commute. Lucky we had our running shoes on, we headed off at pace to get to section two. A couple of kms down the road a car pulled up waving a trials brochure the lady calling out Moto trials. Stroke of luck it was Dougies aunty Janet and Uncle John who took us under their wing and became tour guide for the weekend. They were supporting some chaps on a green bike and their son who was minding one of the Brit boys. What we had not realised was that section one was in the ski village of Andon. Section two to Eight were about seven kms away on a ski field, then you commuted on public road about another five kms to sections nine to twelve.

When we arrived at sections two to Eight with tour guide Janet and John we realised that this was not an easy trial. The lesser lines had been pegged for humans but the pro lines were huge, tight, steep and unpleasant to ride. The observers were using pause rules. From what I can guess you can pause for one thousand and one one thousand and two and then the whistle blows and you have a five. It seems funny that riders from all countries think they are being hard done by but from what we saw the marking was fairly consistent with the odd observer counting faster than others. They would throw a tantrum at any rider or minder moving rocks etc. Dick Gardiner would really piss them off.

We managed to see sections one to Eight the first day but visibility of the sections was not like the other rounds I have seen. You struggled to see a whole section as the sections were hemmed into a little gully with the end of one section almost the start of the next.

Toilets! Well there was a toilet by section one. Another for sections two to Eight and another at the last group. So three bowls for several thousand people. I have

noticed that you need to wear gum boots when you go to a loo at a French trial. My theory is that French motorcyclist either have extremely small wizzers hence the jet cannot reach the bowl, or they have a wizzer like one of those spray irrigation nozzles with a 360 degree jet which would explain the amount of pee on the floor. You were frightened to pee in case you got a tap on the shoulder and some French chap saying " eh Monsieur what a whopper you have it must be nearly 70 mm long. No wonder you kiwis ride like sheet".

The riders, still no doubt it is Bou and Raga in a league of their own. Fuji, Cabestany, and Fajardo are very close. The disappointment was position 1, Tarres who was struggling all weekend. He actually looks too big for the bike now. On the first day Jammie Busto and Eddie Karlson looked like two future champions when the results came in we had no idea who would be winning. We had seen Bou do a single dab and Raga start with a five on one and a dab on two. We saw Cabestany riding effortlessly through everything so were surprised to see Raga second to Bou and Fuji third.



We said good bye to our new Yorkshire friends and headed back to our hotel planning to meet up with them next morning. However next morning there was a bike race in the area. Somehow we became part of the race and with much weaving and passing made our way to the front. A lady with a yellow flag seemed to want us to go to a different place. BONJOUR Madame we are kiwis and we go where we want fast. Yes we ignored her and made it to the trial in the morning. The odd cyclist needed an undie change. But that is life.

Our Yorkshire friends obeyed the yellow flag and we met up with them on section nine in the afternoon. Apparently they had been to lovely French mountain village until the race was over.

The riders were looking very tired after riding in 32 degrees heat around a huge loop and through very tough sections. Raga was on fire. He looked like a world champion. We saw him clean the dreaded section twelve which had the biggest rock climb I have seen. Boy that bike sounds nice when tapped out. Next came Toni Bou on that awesome Monty. Over the first rock, float turn to line up the big snarly 10 metre climb and blast upwards bike sounding very sweet until oh dear the rev limiter kicks in. That would be the biggest trials crash I have seen. The minder seem to deflect the bike away from the direction Bou was flying so then it was just a matter for Bou to find the softest rock to land on. I think he found very hard rocks as it was about five minutes until he moved. He was then helped to the

Observers to get his card clicked. The results for his next lap show the pain he was in.

Well this was Ragas day and I have never seen anyone so excited to win. That old guy Fuji is still a real force in trials and the best personality it can have. I saw only two real contenders for future champions being Busto and Karlson. The Vertigo is still very much in development stage, but is very well funded, looks and sounds good although I think the final product will be very much different to what I saw.



No one I spoke to have much hope for Gas Gas being rescued. I was surprised to see a few Ossa competing and all running well but off the pace.

My overall impression of the event. I would have say to FIM what the hell do you think you are doing to our sport. Forget about whether we should be riding stop or non-stop or this in between version. Why the hell run a world champs in a hard to get to venue, forget to promote it, make it hard for spectators to watch and impossible for TV to cover. Try to find a Bernie Ecclestone type who knows about promotion.

Yes we had a ball because it is our sport. Isabel really enjoyed the weekend and is now thinking about the Scottish. I suppose I should go with her.

Alan

### World Moto-Trials Championships

Rider's Name	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	Total
Toni Bou	20	20	20	20	20	20	20	20	20	17	197
Adam Raga	15	13	17	17	13	17	17	17	17	20	163
Jeroni Fajardo	17	18	9	15	17	13	13	15	11	15	140
Takashisa Fujinami	13	17	10	13	15	11	9	10	15	13	126
Albert Cabestany	11	11	15	10	11	15	15	13	13	11	125
Jaime Busto	10	10	13	11	7	9	11	11	9	10	101
James Dabill	3	8	11	8	9	10	10	9	6	6	80
Alexandre Ferrer	6	7	8	6	8	5	8	8	10	8	74
Eddie Karlsson	0	0	7	5	10	4	7	7	7	9	56
Franz Xaver Kadlec	1	3	6	9	6	6	6	6	4	5	52
Jack Sheppard	0	0	5	7	4	7	4	4	0	0	31

## Big Al talks to a Legend...

After the French round recently Holmes and I headed up to Derbyshire in pommie land to spend a couple of nights with Trials legend Mick Andrews and his awesome wife Jill. Isabel took some red wine for her and Mick and some tea bags for me. Mick and Jill live on the old Florence Nightingale estate in the old Lodge house what an awesome place, I was very keen to find out what sort of country Mick and practiced on and how he practised.

The first think that struck me were the huge number of trophies that Mick had and how little they all meant to him, one trophy I found tucked away out of sight was absolutely huge, I asked what this trophy was for and Mick had no idea or interest, just a trophy. On checking it was a national title, what was really important though were the small gift from friends around the world, often just small trinkets like a coffee mug with a funny picture, these things he knew exactly who gave them, then the why they got them and they were in prime positions. Motorcycling at this level to Mick is just like everyone in Pioneer, it is about friendship and having fun with your mates.

We went for a walk around the area and I was shown some of his old practice areas and section, this was really worthwhile. I would say that the sections Mick and his old mates used to practice on would still be enjoyed by Karl and Jake on their modern bikes and the nice thing is I would also enjoy riding them but would get very few cleans. Looking at the sections I could see why everyone I spoke to in France and the UK are against the modern type of world champs sections which are still being ridden by stop rules and how much more fun these Scottish type sections being ridden by no stop rules really are, no wonder Karl what's to keep riding the Scottish.

One of Mick's old mates I met was the builder of Majesty's Yamaha bikes and cannot be bothered riding the modern sections but rides classic trials which are like the sections we would have ridden in National events in New Zealand in the late 1970's the reason is the sections really are lots of run to ride.

The advice from the people I spoke to were not to concentrate our efforts on making people to ride world champs but to make trials fun for all our people, also to try to develop an Oset class for kids, now their biggest class.

We went to visit Jonathan Tye, an old British team rider who had a few bikes, one bike has has built up is a 62kg BSA Bantam rigid, I was offered a ride, but after 30 minutes of kicking and changing plugs I remembered why I like moderns. The time we spent with Mick and Jill was really enjoyable and has convinced me that mire natural sections are where we should be taking our sport, I also confirmed to me that Pioneer do a lot of things right.

